

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: aa4rm%amos@mathcs.emory.edu (AA4RM's)
Subject: Re: "Pogo Stick"
Message-ID: <9606281223.AA02058@amos>

I've seen one

It was the BC746, made by Galvin (motorola) & was the horse calvary's equiv. of the BC611. It went into the guidon sleeve in a saddle & could be pranged into the ground for fixed use.

I never saw the batteries/vibrapak

Marty

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: spr@earthlink.net (Scott Robinson)
Subject: "reconfigured" imitation 1L6s
Message-ID: <v01530502adf96705e794@[153.37.85.76]>

Folks,

The only such reconfiguration I know of is done by cutting pin 5 off a 1R5. I did some experiments on a BC band Zenith that used a 1L6. I, of course, didn't cut any tube pins off-the glass cracks easily-but went underneath with a soldering iron. The 1R5 has more gain in the oscillator section, so the design of the oscillator coil is now wrong (too much feedback). Symptom, squeals everywhere, like an oscillating IF amp. I devised mods for this and this BC receiver now works fine. (FACT)

I am universally told that above about 7-10 MHz that the 1R5 won't oscillate reliably. So, modified 1R5s as replacements for 1L6s are not, in my opinion, likely to work very well in either BC band radios or multi-band T/O kinds of radios. Doing the same experiments on a T/T is a large project; I can't say I've actually done it, so try it if you like. (OPINION)

Neither the DK92 nor DK96 European converters are configured as a 1L6 is, either, although in a suitable circuit they work fine at high frequencies.

Regards,

Scott Robinson
spr@earthlink.net

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: azoth@netcom.com (Az0th)
Subject: 10DA Questions
Message-ID: <199606280131.VAA03978@netcom6.netcom.com>

Hiyall,

I just bought a new 10DA-L mike head from AES, and it's different in a couple of respects from the other 10DA's I've ever seen. It's missing the threaded collar that holds the thing onto the stand, and the body is black instead of chrome. The finish doesn't bother me, but is the lack of a collar _intentional_, or a manufacturers defect that I have cause to complain about? I'm going to complain anyway, because I like the idea of screwing it together, but is every new 10DA-L the same? I see the all-chrome versions at hamfests all the time, so it's no big deal, but I want one for my S-line....

73 de KF4FJH - RF Buchanan

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Re: 10DA Questions
Message-ID: <199606280245.VAA04420@uro.theporch.com>

> I just bought a new 10DA-L mike head from AES, and it's different in a
> couple of respects from the other 10DA's I've ever seen. It's missing
> the threaded collar that holds the thing onto the stand, and the body
> is black instead of chrome.

Hm-m-m-m-m ... without the threaded collar to lock it to the stand, I don't see how this would work. The plug alone leaves it pretty wobbly. Plus, on all the stands I'm familiar with, you'll end up with bare brass threads showing where the collar should screw down.

The color must be some special option left over to mate with the black finished stand that used to be (and may still be) made.

I have a 10DA-L which I acquired direct from Conneaut, and it is chrome with the collar in place. Its my standard mic for SSB -- nice sound.

Grant/NQ5T

Grant Youngman -- NQ5T

nq5t@gte.net

<http://home1.gte.net/nq5t/index.htm> - Vintage Ham Radio

Beautiful downtown Double Oak, TX

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: azoth@netcom.com (Az0th)

Subject: Re: 10DA Questions

Message-ID: <199606281430.KAA00265@netcom6.netcom.com>

Hiyall,

> > I just bought a new 10DA-L mike head from AES, and it's different in a
> > couple of respects from the other 10DA's I've ever seen. It's missing
>
> Hm-m-m-m-m ... without the threaded collar to lock it to the stand,
> I don't see how this would work. The plug alone leaves it pretty
> wobbly. Plus, on all the stands I'm familiar with, you'll end up
> with bare brass threads showing where the collar should screw down.

Yup, I decided this is one variant I don't particularly need. AES said
send it back, and they'll send a real 10DA-L and reimburse the shipping.

30 years from now, this'll turn out to be a rare and valuable 10DA-L mutant
that's worth more than my car, but so it goes...

73 de KF4FJH - RF Buchanan

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: Lrware@aol.com

Subject: 1945 ARRL Handbook & musing about catalog pages <long>

Message-ID: <960627211635_341867857@emout07.mail.aol.com>

I just received a copy of the 1945 ARRL handbook from a fellow BA'er.
Quickly turning to the catalog pages (my favorite part of the old ARRL
handbooks :-)
and looking through the sections...
200 pages of wonderful old Nationals, Hammarlund, Hallicrafters, RME, etc.
radios & parts...
An ad for HP featuring the 500A, 400A, 200B, 205AG, 300A, etc.
I'm drooling... I want one of each please Santa. :-)

This version must of gone to press before the war ended, many of the ads
comment about war time shortages, what the returning hams and radiomen

will want and use when they return, etc.

Many pages with a small notice in red at the bottom:

"Priorities are required for all products in this catalog until otherwise released by the War Production Board."

Other pages with "Temporarily Discontinued" printed over the items in red.

Ads commenting in very general terms about new war related discoveries in radio technology, and how they will be available to hams "in the near future."

Every line drawing of a human is wearing a uniform....

My Grandfather died in the war, maybe remembering when American Technology lead the world, and the American way of life was the envy of the world is part of why we collect, restore and love these old beasts so much...

One of my Uncles (who served as a navy Radioman in the war) brought the National NC-120 that graces my collection home from the service.

(I never did ask exactly how it followed him home :-)

He gave it to me after keeping it over 40 years, someday I'll pass it on to someone who understands what it stands for...

If I can find such a person. Until then I'll just keep dragging co-workers, friends, neighbors, kids and anybody else I can get to look, into the lab/workshop/garage to see my old radios and other military electronics.

Keep the faith, firebottle fans, they are not just old radios, they are part of our history.

-Larry Ware
lrware@aol.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: "D.D. Todd" <dube3@n-link.com>

Subject: Re: 1945 ARRL Handbook & musing about catalog pages <long>

Message-ID: <31D3776F.7572@n-link.com>

Lrware@aol.com wrote:

>

> An ad for HP featuring the 500A, 400A, 200B, 205AG, 300A, etc.

> I'm drooling... I want one of each please Santa. :-)

>

Larry's timing is 'way off. I dumped a 205AG (in an oak case) at the dump a

couple of
years ago when I moved. Couldn't sell it at an antique radio convention, and no
one bid
on it when I posted in boatanchors. It was included in a bunch of weighty junk
that I
had to cull out in order to get down to my maximum moving weight. Oh, well...

--

73,
Dube Todd AB5AP dube3@n-link.com

If we had to tolerate in others all that we permit in
ourselves, life would be completely unbearable.

- Georges Courtelline

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Jack Harper <jharper@bs2000.com>
Subject: Re: 1945 ARRL Handbook & musing about catalog pages <long>
Message-ID: <199606281743.LAA10598@lynx.csn.net>

At 08:20 PM 6/27/96 -0500, you wrote:

>I just received a copy of the 1945 ARRL handbook from a fellow BA'er.
>Quickly turning to the catalog pages (my favorite part of the old ARRL
>handbooks :-)
>and looking through the sections...
>200 pages of wonderful old Nationals, Hammarlund, Hallicrafters, RME, etc.
>radios & parts...
>An ad for HP featuring the 500A, 400A, 200B, 205AG, 300A, etc.
>I'm drooling... I want one of each please Santa. :-)
>
><Snip>

>My Grandfather died in the war, maybe remembering when American
>Technology lead the world, and the American way of life was the envy
>of the world is part of why we collect, restore and love these old beasts
>so much...
>
><Snip>

Regarding "...and the American way of life WAS the envy of the world..."

I spend about half of my time overseas on business -- mostly in
Central/Eastern Europe and the rest of the Former Russian Empire -- and
believe me that the American way of life IS the envy of at least that part
of the world. I am constantly amazed at the friendliness of the people in
those areas fresh from under the "jack boot" toward Americans. I recently
went to a smoky jazz bar down in a basement (really Great Music wafting out
into the night) at about midnight (I occasionally do that sort of thing :))

and, to my amazement, the kid that meets you at the door -- 18 or so, grey sweater, scraggly beard, standard university type(reminded me of me about 25 years ago) -- had, I noticed, a small pin on his sweater -- crossed Lithuanian/American flags. He had no idea that I was American -- he just showed me to my seat. I was probably the only American within 50km.

20 years ago in Western Europe, you had to be a bit careful when you went out on the town -- easy to get beat up as an "ugly American". These days, even in Western Europe, people are much more friendly it seems. Same thing in Japan...

Regards to all...

Jack (Friend to all things Hammarlund)

Jack Harper
e-mail: jharper@bs2000.com
voice: 303-277-1892 fax: 303-277-1785
Bank Systems 2000, Inc.
350 Indiana Street, Suite 350
Golden, Colorado 80401 USA

"21st Century Financial Applications"
Optical Cards for Bank, EBT, and Medical Applications
Visit our Web Page: <http://www.bs2000.com/talos>

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: afpgreg@state.me.us (Paul V. Gregory)
Subject: 1L6 Market Crash?
Message-ID: <199606281212.IAA05018@gatekeeper.ddp.state.me.us>

Ahoy,

The following is a FWD from rec.radio.swap. Anyone know what kinda tube is "reconfigured" to 1L6 spec and how?

>I have 1L6's, that are NEW USA tubes that have had a pin reconfiguration
>to be able to substitute for the 1L6 specifications. Price is \$12 each +
>shipping. Satisfaction guaranteed. If interested, please Email me for
>additional ordering details.

>THANX
>RH3333@aol.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: MICHAEL@ecs.umass.edu
Subject: Re: 1L6 Market Crash?
Message-ID: <01I6FS8ZR8ZM934PK0@ecs.umass.edu>

Paul Gregory wrote:

>The following is a FWD from rec.radio.swap. Anyone know what kinda
>tube is "reconfigured" to 1L6 spec and how?

>>I have 1L6's, that are NEW USA tubes that have had a pin reconfiguration
>>to be able to substitute for the 1L6 specifications. Price is \$12 each +
>>shipping. Satisfaction guaranteed. If interested, please Email me for
>>additional ordering details.
>>THANX
>>RH3333@aol.com

This is almost certainly a scam. There was a thread on this topic in
rec.antiques.radio+phono back in May when RH3333 posted the same ad. Here's
what I saved of it.

Hank van Cleef wrote:

>I think that you had better explain to us what you mean by
>"reconfigured" and how your substitutes are going to work in a
>typical 1L6 application.

and George Gonzalez:

>There are three likely possibilities:

>(1) They are 1R5's. They will "work" in a 1L6 socket, but my tests
>show them to run at about 20DB lower overall gain than the 1L6, and 50
>to 150KC off frequency. Not likely to be very satisfactory for many
>users.

>(2) They are 1R5's with the grid pins somehow rearranged to act more
>like a 1L6. I haven't tried this, but it almost has to work better
>than option (1) above.

>(3) They are 1U6's, which have the same base pinout and roughly the
>same characteristics as 1L6's but with a 25ma filament. Perhaps the
>seller has added a 56 ohm 1/10th Watt resistor across the filament
>pins to make it act more like a 1L6. I haven't tried this solution

>but it may be an an acceptable substitute in this age of 1L6 shortages.

Far as I know, "RH3333" never responded.

John Michael michael@ecs.umass.edu

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996

From: Terry Burge <terrybu@netman.ENS.TEK.COM>

Subject: Re: 1L6 Market Crash?

Message-ID: <9606281511.AA07630@netman.ENS.TEK.COM>

FWIW,

I bought one of these some time back after being assured that these tubes were 1L6's. I put it in my Zenith T0 7G005YT (I think that's the model number, haven't checked in a long time) and it worked fine. The tube I got was marked as a 1L6. I don't recall the manufacturer and now I don't think I could tell it apart from the other ones I have (got a couple more T0's and Hallicrafters TW-1000's).

I don't have any complaints about my purchase.

Terry

KI7M

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996

From: afpgreg@state.me.us (Paul V. Gregory)

Subject: Re: 1L6 Market Crash?

Message-ID: <199606281537.LAA10225@gatekeeper.ddp.state.me.us>

>FWIW,

> I bought one of these some time back after being assured that these
>tubes were 1L6's...snip... The tube I got
>was marked as a 1L6. I don't recall the manufacturer and now I don't think
>I could tell it apart from the other ones I have (got a couple more T0's and
>Hallicrafters TW-1000's).

> I don't have any complaints about my purchase.

>

>Terry

>KI7M

Terry, I understand yours was marked and sold as a genuine 1L6.
What I'd like to know more about is this business about tubes "reconfigured"
to 1L6 specs.

--Paul

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996

From: Henry van Cleef <vancleef@bga.com>

Subject: Re: 1L6---looks like a scam

Message-ID: <199606281645.LAA07604@zoom.bga.com>

As Paul V. Gregory said

>

>

> Ahoy,

>

> The following is a FWD from rec.radio.swap. Anyone know what kinda
> tube is "reconfigured" to 1L6 spec and how?

>

> >I have 1L6's, that are NEW USA tubes that have had a pin reconfiguration
> >to be able to substitute for the 1L6 specifications. Price is \$12 each +
> >shipping. Satisfaction guaranteed. If interested, please Email me for
> >additional ordering details.

>

> >THANX

> >RH3333@aol.com

>

This appeared in rec.antiques.radio+phono about a month ago. We
challenged it there, and got no response. If it isn't a scam, it sure
looks like one. There aren't any tubes that can be "pin reconfigured"
to substitute for a 1L6 that I've heard of. The guess is that these
are 1R5's with a pin clipped off.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: Robert Rolfness <rsrolfne@atnet.net>

Subject: A BA of a Tube?

Message-ID: <Pine.BSD/.3.91.960627182736.359A-100000@ami.atnet.net>

Greetings BA people. :-)

Recently I've come into a type WL-5736 Westinghouse external copper anode
air cooled triode transmitting tube. Its got to be old, I'd say about 1950s
and used in high power transmitters with lots of air. Anyone know its
characteristics or need it?

Right now it makes a great paper weight on the desk.

73's Bob W7VZX

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: Re: A BA of a Tube?
Message-ID: <199606281141.GAA23832@ns.cyberhouse.com>

Bob,

I have a Westinghouse transmitter that uses that tube. It is forced air cooled for the 5736 and the driver is a 4-250. As soon as I get a couple of power supplies built, I'm going to try to get it on the air on either 80 or 40 meters. According to the documentation I've got, the filaments are 3 VAC, grid bias is -280, with 4 KV on the plates. With 1.2 amps of plate current, it should give about 3 KW output.....

You are about right on the vintage, my documentation is dated June, 1954.

If you get tired of it, I'd like to either buy or trade for it so I can have a spare.

73, Phil

>Greetings BA people. :-)

>

>Recently I've come into a type WL-5736 Westinghouse external copper anode
>air cooled triode transmitting tube. Its got to be old, I'd say about 1950s
>and used in high power transmitters with lots of air. Anyone know its
>characteristics or need it?

>

>Right now it makes a great paper weight on the desk.

>

>73's Bob W7VZX

>

Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: Pete McCollum 28-Jun-1996 0823 -0600 <mccollum@ssdevo.ENABLED.com>
Subject: Collins gear - need input
Message-ID: <9606281423.AA08145@us3rnc.pa.ENABLED.com>

I have the following Collins gear that I am planning to sell at our upcoming swapfest. Can anyone recommend "fair" prices for these boxes? In case I don't sell the 17L, can anyone help me out with a schematic for that one?

[BTW, thanks to those that responded about the Johnson maroon paint!]

618F-1C VHF transceiver, 117-136 mhz. No cables or control box.

427D power supply/IF/AF unit, maybe goes with the 618F?? No cables, etc. Partly solid-state.

17L-7A VHF transmitter. I forget the exact tuning range, but it goes up into the 2M band. Has one of those golf-ball-sized metal-finned tubes in the final (an 8???). Runs on 28 VDC with an internal DC-DC inverter. Partly solid-state. Has a small meter and meter switch on the front panel. Has the 'remains' of the original box.

[I forget the model number], a VOR signal generator. Generates low-power VOR and glide-slope signals so that you can check out your avionics. All tubes, runs on 12 VDC with an internal dynamotor. About the size of two six-packs, with a lid and handle on top. Includes a copy of the manual, with schematics and theory of operation. Also includes the DC power cable.

Thanks in advance for any input,
Pete

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: Etched Panel Lettering
Message-ID: <31D346C4.4751@ghgcorp.com>

Hello y'all...

Primed the SP-600-JX-17 front panel with Rust Oleum grey, and it looks really good.

I found a pretty close match for the gray Hammarlund used on the front panel, it is made by Rust Oleum and is in their "Professional" line of spray paints and is called "Light Machine Grey." Looks pretty close to the grey on the transformers. I am waiting for the primer on the panel to dry before I spray it. (I tried the paint on a tin can to judge the color)

So what is the consensus on filling etched lettering? I tried using

enamel paint and then wiping it off, but that worked very poorly. Do y'all use laquer sticks from AES?

I appreciate all/any advice.

Thanks and 73,

Ben

--

```
=====
+ Benjamin D. Hall, Houston Texas +
+ BDHall@GHGCorp.com BHall@GP802.JSC.NASA.gov +
=====
```

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Andy Wallace <wallace@mc.com>
Subject: for (small) trade: Canadian morse code nickel!
Message-ID: <9606281703.AA06799@daffy>

I have a small item for trade. It is a 1945 Candian nickel, condition Extra Fine. This is the one with morse code letters around the reverse side:

WE WIN WHEN WE WORK WILLINGLY

You can read the letters with help from a magnifier.

I'

ll mail it to you in exchange for something small. I could use some HC-6/U metal can crystals for my Drake SW-4A. Freqs I need are: 11.3, 11.6, 12.1, 32.6, and 36.6 Mc -- these are the actual crystal frequencies. Or perhaps an FT-243 crystal in the CW portion of a ham band. Whatcha got?

73,

--Andy

wallace@mc.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
Subject: FS: ART-13 speech amp. and modulation transformer

FOR SALE: speech amplifier and modulation transformer from the WW2 vintage ART-13 aircraft transmitter.

speech amp has 2 small audio input transformers =AND= the audio driver transformer for the 811 modulator tubes. (6V6 plate to 811 grids)

modulation transformer for the 811 modulators in Class B operation.
(used for modulating the 813 final amplifier tube) note. this
transformer has a separate screen winding to allow modulating the
screen of the 813 final.

\$35 plus shipping
James Owens, NW00
owens@stout.atd.ucar.edu

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: "Lahlum-FLR111 Ross" <ross_lahlum@msmail.wes.mot.com>
Subject: FW: FW: Fwd: "1L6" tubes
Message-ID: <9606282037.AA03457@kay.wes.mot.com>

When I asked, here is the response I got from the 1L6 guy:

Yes these are other new USA tube that has had the pins reconfigured to meet
the 1L6 requirements. SATISFACTION IS GUARANTEED. They are \$12 each +
shipping.
Other tubes also available, if intereted please download attached file for
additoinal ordering details

THANX

When I asked what the exact changes were & what the tube was originally, he
said:

NO I won't do that.
Try one if not satisfiaied I'll send your money back
That's the best that I can offer

The other details:

If interested in ordering please include the price of the tubes and \$5 pe=
r order to cover shipping and handling (in continental USA) to the follow=

ing:

=0D

Richard Hale

902 Lothian Dr.

Tallahassee, FL. 32312

904 386-2729

=0D

1. Payment can be either money order-I'll ship the same day =

OR

2. I can ship UPS COD which will cost of the tubes + \$5 shipping and handling + and additional \$4.75 for the UPS COD fee.

I have NO vested interest in this, just passing the info on to the list!

73,

Ross

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996

From: "Lahlum-FLR111 Ross" <ross_lahlum@msmail.wes.mot.com>

Subject: FW: What Svetlana could do for us

Message-ID: <9606281923.AA02434@kay.wes.mot.com>

Lee & List,

Great idea - why wouldn't they, if they knew the demand was there?

My tube votes are for:

300B

7591A

1L6

OK, admittedly the first two of these are "glass audio" devices, but they are important to a lot of people whose interests lie in both ham radio and audio! The exorbitant prices of some audio devices are due in part to short supply, after all. And if audio & RF folks can work together to get a better deal for everyone, then we're all happy...

Sorry if I exceeded my one tube limit & hope I haven't stepped beyond the bounds of boatanchorism...

Ross KB9JJR

Perhaps Svetlana should make a bold PR move calculated to win the favor of people like us. My recommendation would be to do a few runs of long out of

production vintage fire bottles that are getting harder and harder to find.

..

What about the rest of you? If you could pick one vintage tube to be given a new lease on life with a fresh production run, what would it be?

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: "1L6" tubes
Message-ID: <85127.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All replies must go to the person making the post, not me.

----- Forwarded message begins here -----

From: RH3333 <rh3333@aol.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: ART-13 speech amp. and modulation transformer
Message-ID: <85137.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All replies must go to the preson making the post, not me.

----- Forwarded message begins here -----

From: Chip Owens <owens@stout.atd.ucar.edu >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: Vibroplex Original Presentation F/S
Message-ID: <85123.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All replies must go to the person making the post, not me.

----- Forwarded message begins here -----

From: H. Mark Nadel <hmn@i-2000.com>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: Bob Duckworth <rmd@ka4ybr.netmha.com>
Subject: getters for sale or trade
Message-ID: <199606280429.AAA01231@ka4ybr.netmha.com>

Tubes getting gassy?

I have what you need.

One can of getters. Manufactured 2/2/96. Exp. 2/98
Quantity 750.

mfg. by SAES Milano (the best getters come from Italy :-)

Code 4C0245C, Ref R 512525, Lot M012000002

-bob
WB4MNF

404-888-0389

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: philip mccooy <dgnova@erols.com>
Subject: I-177 and horsey talky
Message-ID: <199606281341.JAA25211@smtp2.erols.com>

The I-177 tube tester uses a type 5y3 and
a 83 rectifier tubes. The 83 is a mercury
vapor rectifier with a small and constant
voltage drop. In a pinch you could
substitute a 80 or 83V. This information
comes from TM-11-2627, which is the
technical manual for the I-177

The horsey talke was the SCR-511, designed
for use by the cavalry(real horse cavalry).
It used 2 crystals and covered 3.0 to 6.0 Mc

dgnova@erols.com

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: "Sandy, W5TVW" <70401.134@CompuServe.COM>
Subject: Re: I-177 and horsey talky

Message-ID: <960628210959_70401.134_IHD130-1@CompuServe.COM>

I wouldn't recommend an 80 sub for the 83! A 5Z3 would be a more suitable replacement if you go to a hi-vacuum rectifier. 73,

Sandy, W5TVW

Boat Anchors collected, restored, modified, traded and used!

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: arc5@ix.netcom.com (David Stinson)

Subject: INFO NEEDED

Message-ID: <199606281325.GAA08622@dfw-ix5.ix.netcom.com>

Does anyone know anything about military sets

ARC-6, ARC-7, ARC-9 and ARC-10?

Did these sets exist and if so, what were they?

73 DE Dave Stinson AB5S

arc5@ix.netcom.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996

From: Bill <billross@legend.txdirect.net>

Subject: RE: INFO on REFINISHING and CLEANING

Message-ID: <BMSMTP8359396090billross@mail.txdirect.net>

Bill:

The 12AT7 1st mixer mod is one I have used many times and does improve the SN ratio because the original tubes were famous for intrernally generated noise. The 6EA8 does not provide the gain figure that the 12AT7 does but does make the A4 less suseptable to strong signal overload. Collins used the 6EA8 tube as the mixer in the later 75S series receivers. The problem with tubes is that noise was produced when electrons wer smashing against the elements of the tube and the more elements, the noisier the tube. The 6BA7 was a noisy tube and, in spite of of what the puists might think, the overall sensitivity and noise ratio are improved considerable by their removal from the 75A4. I mean it's nice to have something in original condition for posterity but if you want to use the 75A4 on todays amateur bands, the original mixer circuits make it only a fair to middlin receiver.

Bill K5LLK

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996

From: Jack Harper <jharper@bs2000.com>

Subject: Re: London BA haunts

Message-ID: <199606281743.LAA10633@lynx.csn.net>

At 06:02 AM 6/26/96 -0500, you wrote:

>I will be in London this weekend (Saturday and Sunday). Are there
>any BA haunts any listmembers are aware of that might be visited?
>I need to fit them in between visits to the St. Albans Abbey Choir,
>which is worth the trip alone!
>Thanks,
>Mike
>kc2kj
>--
>Michael E. Sullivan
><http://kc2kj.k2nesoft.com:8080/Merchantville>
>Merchantville, NJ - 5 miles from Philadelphia, Pa!
>
>

You might take a look at the underground bunker from where the British war (WWII) effort was, I think, directed. Other than being quite interesting for its own sake (see the bed that Winston would sleep in; the map room with the convoy maps etc etc etc), there is also a room that contains the apparatus from which Churchill would chit-chat with FDR in real-time over a secure scrambled two-way radio link. It is not, to my understanding, the actual radio itself, but rather an audio link to the transmitter etc located elsewhere (apparently a room full of equipment designed, in part, by the great Alan Turing himself).

I have a snapshot of the equipment that consists of five or so boxes connected with cables; lotza meters; a couple of headsets; etc. I assume that this equipment "scrambled" Winston's voice for the secure landline hop to where the RF stuff was.

I do not remember the exact name of this place (I could, if you wish, get the exact name of the place/location from my brochure collection at home -- perhaps one of our British friends on the BA List could supply it) but it was opened to the public only a few years ago and is well worth the visit -- it is located fairly close to the Parliament buildings et. al.. Any "cabby" will know where it is.

Regards

Jack, KC0LR (Friend to all things Hammarlund)

Jack Harper
e-mail: jharper@bs2000.com
voice: 303-277-1892 fax: 303-277-1785

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From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: spr@earthlink.net (Scott Robinson)
Subject: Military handhelds
Message-ID: <v01530500adf9637711fd@[153.37.85.76]>

I had, in the mid- and late 1950s (when, I hasten to point out, I was a mere half-grown lad), a military walkie-talkie. I knew enough not to mess with it, and I never got a schematic or got it working.

It was maybe 12 inches high, 4 wide, and 2 thick. Mic was built-in, sort of like a telephone handset. It used subminiature tubes, the kind with 5 or more leads you could solder to. For some reason I thought it ran at 100+ Mhz, but I don't remember why. It's long gone now, and I suppose could have been Korean war surplus rather than WWII. The one I had appeared unused and was beautifully made inside.

Sorry not to have more detailed info.

Scott Robinson
spr@earthlink.net

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "D.D. Todd" <dube3@n-link.com>
Subject: Mine Detector
Message-ID: <31D37C86.492F@n-link.com>

I have an old mine detector (Detector, Mine (C)) that's missing the probes or whatever was once attached to it. It's a tubular thing about 20' long and 6" in diameter. It has 8 or 9 tubes of the 1L4/1U5 variety. The schematic is printed inside on aluminum sheets, so it won't tear or rot.

Anyone ever used one of these things?

--

73,
Dube Todd AB5AP dube3@n-link.com

If we had to tolerate in others all that we permit in ourselves, life would be completely unbearable.

- Georges Courtelline

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: Dale Braun <dale.k.braun@uwrf.edu>
Subject: Mohawk Receiver problem solved
Message-ID: <s1d39954.059@adngate.adn.uwrf.edu>

Just thought I'd share with the group what I did to fix the distortion problem in my Mohawk. I took the advice of a list member and injected a 50KC signal into the product detector and looked at the receiver audio output on a scope. Looked and sounded great. I couldn't inject any signal greater than 100,000 microvolts - all sounded great with great volume.

Then I injected a 3825 signal at 100 microvolts into the receiver front end. Output looked ok, but not great, and sounded worse. Then I found out why. The IF signal at the product detector input was like 4 volts.

So I decided to reduce the input to the product detector by reducing the value of the coupling capacitor. The original cap was 22 pf. I reduced that by installing a gimmick capacitor in series with the 22 pf. Two one-inch pieces of wire did the trick. Held them 1 inch apart and there was sufficient signal for the product detector to operate. I just tuned in a real strong sideband station (yes, 3913), and twisted the wires enough to get a pleasing signal. Wrapped that with tape and I'm done! What a difference it made. Listening to all modes is great on that receiver now.

73,
Dale
WD9GWH

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: aa4rm%amos@mathcs.emory.edu (AA4RM's)

Subject: NC156A / RBH rx
Message-ID: <9606282040.AA02122@amos>

This seems to be a 'low radiation' version of the NC100A.

Same owner as the R104 in an earlier post. Any data on the thing?

Fascinating the govt. derivatives of Gen'l coverage rx-s @ ww2's start. Another pal has an RBG (sounds like garbage) that's a cross between a HQ120 & a HQ129X. A little was passed around on this recently.

Tks the attention,

Marty

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: ks0f@i1.net (MIKE SANDERS)
Subject: Need Schem on Knight TR106
Message-ID: <199606281409.JAA09435@mail1.i1.net>

Greetings All,

Have manual on this little 6M am rig but no schematic. Anyone have the Knight TR106 who can copy the print for me? TIA 73 Mike
ks0f@i1.net

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: John Kolb <jlkolb@cts.com>
Subject: Re: NTIS R-390A TM manuals
Message-ID: <Pine.SCO.3.91.960627200603.29007D-100000@sd.cts.com>

On Thu, 27 Jun 1996, Thomas Clarke wrote:

> Does anyone have the TM number fot he R392 manual
> so I can call?

Mine is labeled

Field and Depot Maintenance Manual Radio Reciver R-392/URR
TM 11-5820-334-35 Dept of the army technical manual
TO 31R1-2URR-422 Dept of the Air Force technical order
21 Aug 61

Wonder where the air force used R-392'S

John Kolb KK6IL jlkolb@cts.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Richard L. Duell" <rduell@iac.net>
Subject: Re: NTIS R-390A TM manuals
Message-ID: <199606281118.HAA09232@great-miami.iac.net>

>On Thu, 27 Jun 1996, Thomas Clarke wrote:

>

>> Does anyone have the TM number fot he R392 manual

>> so I can call?

>

>Mine is labeled

>

>Field and Depot Maintenance Manual Radio Reciver R-392/URR

>TM 11-5820-334-35 Dept of the army technical manual

>TO 31R1-2URR-422 Dept of the Air Force technical order

>21 Aug 61

>

>

>John Kolb KK6IL jlkolb@cts.com

There is also an operator's manual

TM 11-5820-334-10 Army

TO 31R1-2URR-421 Air Force

73, Rich - W5VDU

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: bowes@ibm.net
Subject: Powder Coat Paint Offer
Message-ID: <9606282053.AA0034@localhost>

A couple of other hams and I have been wanting to get a few cabinets redone and have been looking at all of the various options as to how to get the job done for the least amount of bucks. Having been through the wrinkle paint in aerosol cans routine, we promptly ruled it out as being largely unworkable due to the great difficulty in getting a consistently good looking job. This led us to consider contracting the job out to a paint shop. The problem is that most shops

nowadays have no idea of what a wrinkle paint job is, let alone how to apply one. Then we got to thinking about the possibility of contacting a powder coat paint facility to see what they had to offer.

Unfortunately, most of the places that we contacted were either; 1) Not interested in dealing with small batches such as we wanted done. 2) Did not have a "true" wrinkle paint available. 3) Wanted an exhorbitant amount per cabinet e.g. \$75 each.

After a fair amount of searching I have located a place that is willing to take on small batches for a fairly nominal fee of \$150 per batch. This place also has a true wrinkle finish available in a number of different colors. They also told me that what most powder coaters call a wrinkle finish is actually referred to in their trade as a "stipple" finish. The neat thing was that this shop actually spent the time to go over a number of options as far what they had available and showed me everything from gloss black to a neat two tone silver and black hammertone. they also special ordered actual color/texture samples so that my friends and I could compare them to the original finishes.

Now to the matter at hand. What I am proposing is that in an effort to get the lowest cost per unit I would be willing to take on a few other cabinets with our batch(es). At this time we are looking at having two batches done. Both of the batches will be a wrinkle finish which texture-wise will be somewhere between late 1930's military and mid 1950's Collins. One batch will be a dark gray, very similar to that used on the National NC-2-40D, (I call it Dodge pickup dashboard gray), the other batch will be black.

Arrangements would be as follows: 1) You would send the cabinet to me with all extraneous hardware removed. 2) I would take the cabinet and have it stripped, either by bead blasting or chemical stripping. (The problem is that if you have the thing stripped and then send it, the cabinet will be VERY likely to rust and then the powder coat paint will not adhere) 3) I would take the

stripped cabinet and have it powder coated in your choice of black or dark gray wrinkle. 4) I would return the newly refinished cabinet to you via UPS in the SAME BOX and PACKING that you send it to me in.

Costs for this process would be about \$15-\$20 for stripping an average (SX-28 to 75A4) sized cabinet. Painting would run about \$30, maybe less if we can get a few more in for the same price. Return shipping would be about \$10 and I would want about \$10 for my time. Financial arrangements would have to be made to cover the cost of stripping prior to the paint job with the balance due when the rig was ready for shipment.

So how about it folks, would anybody be interested in such an arrangement?

KB8NDS

Tom

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: spr@earthlink.net (Scott Robinson)
Subject: Powder coat painting
Message-ID: <v01530501adf9ab7bbc05@[153.37.85.76]>

I don't have a cabinet that needs this treatment, but if I did, I'd be on the powder coat wagon in a shot. This paint is so much tougher than anything from BA days that there's no comparison.

If you rack mount modern equipment painted this way, even heavy stuff, there is no guarantee that the rackscrews, either on the threads that carry the weight or under the screw heads, will cut through the paint and ground the equipment chassis to the rack. That's how tough this kind of paint is.

Regards,

Scott Robinson
spr@earthlink.net

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Chuck Penson <penon@sci.mus.mn.us>
Subject: QRT for the summer!
Message-ID: <31D42457.75D9@sci.mus.mn.us>

Gang:

I'm going to be doing a little traveling this the summer. Am leaving in the morning and will be away from the computer and off the air ('cept for a little 2m/70cm on the road).

Enjoy the summer and I'll see you all in September--refreshed and ready to start work on the next edition of "Heathkit." Ahhhhhhhhhhh!

73!

--
Chuck Penson
Education Division
Science Museum of Minnesota

penon@sci.mus.mn.us
612.221.4510 voice
612.224.5092 fax
<http://comped.sci.mus.mn.us>

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Faraday

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: n5off@w5ddl.aara.org
Subject: R-390A Diode Load How To
Message-ID: <404763@w5ddl.aara.org>

i got a couple of notes asking to elaborate on the use of the diode load tap on the back of the R-725 (390/390A) for audio use.

The diode load screws (two) have a jumper connecting them in normal use, and they are found on the back of the set. This is actually the detector signal, brought out just before the noise limiter, and also before the line and local audio amps. There is no audio filtering here, so what you get is what you get.

One can connect the signal to an outboard audio amp via a capacitor. i used a 22uF connected to the diode load jumper. From here I used the center conductor of a shielded audio cable to feed an amp, the shield

being connected to the set ground.

The signal level coming off of the diode load is about right to drive the outboard amp on my set, with the volume control on the amp set at about 25% I get a room full of sound.

In normal operation, I had a slight hum, probably coming from somewhere in the audio deck. Now, hum gone. The amp I am using has nice speakers and an equalizer.

I only wish it were autumn now.

caveat . .if you alignment is poor on your 390X, then your diode load signal will be low...but your audio would be low anyway then with the regular audio deck.

73 de tom

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: aa4rm%amos@mathcs.emory.edu (AA4RM's)
Subject: R104/TRR8
Message-ID: <9606282035.AA02115@amos>

Anyone ever see this 'front line surveillance' loctal-equipped, metal cased, 100kc-65mcs, battery protable rx?

A friend has one & it's sure a first for me.

If you have/had one, is/was it good for you?

Marty

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Bill Strangfeld <bstrang@iac.net>
Subject: Re: R104/TRR8
Message-ID: <Pine.SUN.3.91.960628170941.20163A-100000@little-miami.iac.net>

> Anyone ever see this 'front line surveillance' loctal-equipped, metal cased, 100kc-65mcs, battery protable rx?

It may be the same set on page 103 of a new book called The Ultimate Spy Book by Keith Melton, ISBN 0-7894-0443-5. The set there is an SCR-504 and has the same frequency

range. Same book also has good color photos of Type B Mk II and Type A Mk III and SSTR-1 suitcase radios. Was published in 1996. Has good photos of an Enigma machine too.

BTW, I haven't given up on the project of duplicating the Airborne Radio Equipment Handbook but work is not leaving much time now. Will post order info as soon as I get a break.

73
Bill Strangfeld
bstrang@iac.net

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Barry L. Ornitz" <u856010@eastman.com>
Subject: RE: Re: Repairing Scratches
Message-ID: <Pine.ULT.3.91.960627191714.21837C-1000000@dua150.kpt.emn.com>

On Wed, 26 Jun 1996, Andrew Emmerson (G8PTH) wrote:
> My advice is take it easy... don't rush it. I'm taking the liberty of
> posting an extract from a book on radio restoration I'm hoping to have
> published later this year.

I do not want to "rain on Andy's parade" but I feel there are some significant differences between British paints and US paints on boatanchors that warrant being mentioned here.

To begin, the popularity of cellulose esters in paint and lacquer applications declined greatly after the mid-1930's in the USA. In recent years, there has been some resurgence in their use but the traditional lacquers of yesterday are long gone. [A significant portion of Eastman Chemical Company's business is in cellulose acetate. We also make mixed esters. Some small percentage of our acetate goes to paint and varnish manufacturers, and much larger portions of our cellulose acetate/propionate and cellulose acetate/butyrate production go there too. We do not manufacture paints, varnishes or lacquers however.] Surprisingly the British have continued the use of older cellulose ester based lacquers. The newer applications of cellulose esters involve blends with other paint chemistries and chemical modifications to allow their partial cross-linking with other paint components. This is being driven by pollution regulations minimizing the use of solvents and increasing the solids loading in automotive paints.

> There may be a few scratches that need repainting, even though the rest
> doesn't. If the original finish was spray painted and the scratches are
> only superficial, you can try amalgamating the surface. By this I mean

> flowing on cellulose thinners (it's difficult to describe flowing but be
> generous with the thinners) and rub over with a hard cloth (not a soft
> one or bits of lint will be left behind and they will stick to the
> paint). Try a small area first but if you're lucky, this will leave a
> smooth (but soft surface) with the scratches far less visible. Leave to
> harden off for at least two days, then apply the liquid silicone polish
> as described above (Armor-All or similar).

I assume Andy means ketone solvents such as acetone, methyl ethyl ketone, methyl isobutyl ketone, etc. These will dissolve cellulose esters quite well. Other than their extreme flammability, they are moderately safe to work with - acetone being the least toxic.

However most enamel paints are not dissolved by these solvents. This is because the "drying" of these paints is not really drying at all. These paints actually "cure" by cross-linking and polymerization to a thermoset material which is quite solvent resistant. The reaction can be one where oxygen in the air begins the hardening process (most linseed and tung oil and synthetic alkyd paints), or where moisture reacts with the paint (certain urethanes and cyanoacryllates), or even where two materials are mixed to form the paint (two part epoxies, for example).

Lacquers, on the other hand, are plastic materials dissolved in a solvent. When the solvent evaporates, the solids remain behind to leave the paint film. Shellac was the original material (lac being a resinous material secreted by certain insects). Cellulose esters fall in this area, and many modern laquers are based on acryllics. While producing a nice surface, lacquers rarely ever achieve the durability of enamels, and they never develop any solvent resistance.

> Secrets revealed {deleted for brevity but these apply mainly to lacquers}

> Now, a good cheat's trick! What do you do if, just as you are applying a
> nice fresh coat of paint, the brush begins to drag and you realise the
> new paint is lifting the old surface? This, by the way, usually happens
> when you are putting cellulose, Hammerite or some other solvent-based
> paint on top of oil paints or acryllics. It can also happen if you didn't
> leave the last coat to harden off properly.

Change this to read "on top of lacquers or inadequately cured enamels".

Last year, we had some discussion about paint removers that should be read again by newcomers to this list. To dissolve enamel paint after it has cured, it takes a really strong solvent. By this I mean materials like methylene chloride and (***)don't do this at home, folks(***) even nastier materials like dimethyl formamide, hexafluoro-isopropanol, brake fluid, some glycol ethers and esters, etc. Other than methylene chloride, ***NONE*** of these other materials should be used at home, and even

methylene chloride requires care in its use.

Solvents like acetone and the ketones often will soften old enamel paint slightly but will not really dissolve it. Methylene chloride is even better at this and this is why it is used in commercial paint removers. It doesn't dissolve the paint but it softens it sufficiently that mechanical removal is easier. Solvents like turpentine, mineral spirits, naphthna, and kerosene rarely soften enamels.

However, most enamel paints contain enough solvents when applied to seriously attack lacquers (even some "clean up with water" latex paints can do this too). You really need to know what you are trying to paint over to be safe. Lacquers are popular in boatanchor restorations because they are easy to work with, they leave a nice shiny finish, and they go over old paint quite well. But they are generally not as durable as enamels, and future painting will often require the removal of the old lacquer first. [My personal preference is to not use lacquers except as a clear matte coat since my boatanchors are of the "blue collar" type and are not kept as museum pieces by collectors.]

One final point I want to bring up is Andy's suggestion about using silicone waxes or Armor All over paint. If you do this over enamel, wait several weeks or months first to allow full curing of the enamel. Be warned, however, that silicones will leave a finish that is EXTREMELY difficult to paint over again. [Go into an auto body shop to get some work done and tell the painter that you just waxed your car before the accident. Look at his pained expression and watch how he tries to "weasel" out of the guarantee on his finish.] I used to use silicone waxes on my boatanchors too. They look good and are very durable but I learned my lesson after trying to paint over them. Before using any wax, check its contents carefully as most modern waxes contain some silicones (as does shoe polish too!).

The entire issue of paints and lacquers is a complex one and there are no simple answers to seemingly simple questions. Experience is a great teacher but commercial paint formulations you used last year may be quite different next year. Color matching is bad enough - now we even have to worry about matching the paint chemistry!

I suggest newcomers go back through the archives of older postings from this group. Lots of people have given excellent advice, and Andy's post should be kept for its ideas too. In particular, I urge everyone to search for some of the posts on safety relating to paint removal and paint application. Flammability is only one issue; toxicity is equally important. It does no good to get an absolutely beautiful paint finish if we are not around to enjoy it (but then the surviving spouse might get a better price). :-)

Since this post is somewhat related to Eastman's business, allow me to add the disclaimer that the above information is based on my knowledge and it does not represent any official Eastman information or policy.

73, Barry L. Ornitz WA4VZQ
Eastman Chemical Company Research Labs
ornitz@eastman.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: Seduced by a BA
Message-ID: <Pine.SUN.3.93.960628000349.25942A-1000000@coyote.rain.org>

My WW2 gear is getting suspicious. I've purposely kept my new love hidden in the garage, but somehow the 274-N *knows* something is going on! She arrived this morning, and I hustled her crate into the garage quickly. After a nap, I went back out and grabbed the hammer and crowbar to release her from her (almost 30-year) confinement. Must have been cramped in there, what with two layers of cardboard, the government moisture-proof barrier, and the 1-inch wooden crate. But at last she was free and on the bench. In the process, some of her knob inserts fell off, but that was due to the lousy glue they used back in '67. After rounding up a Variac and speaker, she got her first taste of power since the factory..... I think she *liked* it! National HRO-500 number 102-278 was *alive* again! Gotta get back to the garage... she's waiting for me. See ya.

73.....Ray Mote, W6RIC <rmote@rain.org>

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: sinned@VNET.IBM.COM
Subject: Sevtlana/favorite tube
Message-ID: <199606281854.NAA08013@uro.theporch.com>

I vote for the 100TH. It's the perfect tube for amateur BA use. Besides looking like a real tube, it's the right size/rating.

(....if only I could find some that I can afford.....

Dennis
W5FRS

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996

From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Short Note --- BA Archives and BA/GB CW Net
Message-ID: <9606281506.AA100205@csemail.cropsci.ncsu.edu>

A short note (I am lurking in the bilges in postpone mode until I get a home feeding frenzy port).....

1. I have put, via the graces of Phil Porch, what are the best of my BA writings and archives on the BA ftp repository ftp.theporch.com. Use them as you will. There are the infamous Hartley oscillator articles, dial plates for home construction projects, Alfred Vail's 1847 book on the electric telegraph, the BC-221 and LM calibration programs, the LM manual, Collins R-388 dial decals, RAL schematics, LM and RAL dial cards, National Velvet Vernier dial cards, Morse code players for background musick at BA displays, articles on the National Electrical Code and battery charging, and hamradio logs of the kind I use for the BA fun.
2. The BA/GB CW Net has been meeting nightly lately, and has been quite good on 80M at QTR 0200/0300 UTC QRG 3579R545 KCS. The 40M QTR 0001/0100 UTC QRG 7050R500 KCS has also been fairly good. I hope to meet a few more of you on the ether, there, for a fine watch in the evenings.

73/ZUT DE NA4G/Bob

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Andy Wallace <wallace@mc.com>
Subject: Thanks for AR-88 PCB info...
Message-ID: <9606281707.AA06808@daffy>

Thanks to all (many of you) who replied about my oil filled cap leakage question. It boils down to: yes, probably PCBs, and danger: fairly low unless burned, use kerosene and lots of care to clean up.

I am not sure about the AR-88 itself. Most of you said it was a nice rig -- nice sounding especially -- but I think I should attend to other big, nice-sounding, heavy rigs which I already have that need attention! (NC-183D, RAS-5 HROjr, R-390A....) Sometimes our eyes are bigger than our stomachs with radios too.

It would have been more interesting to get that AR-60 rig I saw last year for \$15! Now that is a weird looking rig.

Thanks for all the AR-88 comments; it sounds like there are some fans out there.

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: Lrware@aol.com
Subject: Updated BA for list available
Message-ID: <960627211717_341867908@emout10.mail.aol.com>

OK keepers of the firebottle flame:
I know based on the number of FS posts that a lot of people have stuff to sell...
This is a reminder that if it doesn't sell on the first post, a good place to list it is in the "for sale" archive list at theporch.com.
I update the list whenever the status of something on the list changes.
I have reverified the availability of almost everything on the list.
It was updated just a couple of days ago...
If you would like your BA whatever placed on the list, send me e-mail telling me what it is, what you want for it and how people can reach you.
(See the archive for suggested format info...)

Get the list by sending a mail message to: "listproc@theporch.com"
Leave the Subject line blank.
In the message body put: "get boatanchors ba.forsale"
Thats all there is to it.... :-)

Via the magic of e-mail and the help of Jack,
(Our favorite "listowner") a copy will appear in your in-box shortly.

Thanks,
-Larry Ware
lrware@aol.com

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
Subject: Vibroplex Original Presentation F/S

F/S Vibroplex Presentation Semi automatic Key.
24K gold plated brass plate on chrome base, chromed parts and jeweled movement. Like new Condition \$ 150.00. Currently selling for \$ 249.95.

Pse email if you are interested.

Mark
NK2T

--

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Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: lblaske@pclink.com (Lee Blaske)
Subject: What Svetlana could do for us
Message-ID: <v02130502adf9ccbe95bc@[204.72.134.41]>

I can go along with the injustice of spending 3 million tax dollars to support a foreign plant. If I were to sit down at this moment to write a note to my congressman about government waste, however, I probably wouldn't urge him to close down a tube factory. I have a selfish vested interest because I like the idea of being able to buy fresh new 811's. What's more, 3 million wouldn't go very far toward building a tube factory on U.S. soil.

Perhaps Svetlana should make a bold PR move calculated to win the favor of people like us. My recommendation would be to do a few runs of long out of production vintage fire bottles that are getting harder and harder to find.

How about a nice fresh batch of 45's? These are getting really pricey.

What about the rest of you? If you could pick one vintage tube to be given a new lease on life with a fresh production run, what would it be?

73,

Lee

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: "Deane D McIntyre" <dmcintyr@acs.ucalgary.ca>
Subject: Re: What Svetlana could do for us
Message-ID: <9606281856.ZZ35086@ds1.acs.ucalgary.ca>

In message <v02130502adf9ccbe95bc@[204.72.134.41]> writes:

> Perhaps Svetlana should make a bold PR move calculated to win the favor of
> people like us. My recommendation would be to do a few runs of long out of
> production vintage fire bottles that are getting harder and harder to find.
>
> How about a nice fresh batch of 45's? These are getting really pricey.
>
> What about the rest of you? If you could pick one vintage tube to be given
> a new lease on life with a fresh production run, what would it be?

An interesting question to ponder on a slow Friday afternoon.....

Most of the 20's battery tubes ('00A, '01A, 199, WD11, WD12) are getting
(or are) scarce and pricey ('01A's are still fairly easy to find used)

In addition to the 45 several other audio power triodes and pentodes
are getting pretty pricy but this is due mostly to the audio crowd

Of course the infamous 1L6 would be a prime choice, this is likely
the rarest post-war small-signal tube of interest. Several of the eye
tubes such as the 6U5 and 6T5 should also be considered.

As far as transmitting tubes are concerned I am sure that Drake
owners would appreciate new 6/12JB6's. 6146B's are still fairly easy
to find but this situation won't last forever.

I don't own a R390/390A (or anything Collins for that matter).
What tubes are needed for these the most?

You did say ONE tube...I suppose I got carried away.....

As far as tubes we don't need...look at the tubes AES has curenly on
sale for 50 cents to \$1.00 each, NIB.....I am still going through
there Summer sale flyer looking for cheap tubes of use in projects.

73, Deane D McIntyre VE6BP0
dmcintyr@acs.ucalgary.ca

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: KA9EGW@aol.com
Subject: Re: What Svetlana could do for us
Message-ID: <960628154317_227173769@emout13.mail.aol.com>

without a doubt, 4D32's

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: What Svetlana could do for us
Message-ID: <199606282005.PAA03728@dlep1.itg.ti.com>

At 12:59 PM 6/28/96 -0500, you wrote:

>What about the rest of you? If you could pick one vintage tube to be given
>a new lease on life with a fresh production run, what would it be?

Why 6V6's, of course. Or..., maybe 7360's..., or possibly 7199's. Then
again, how about 26Z5's...

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: Sandra L Knepper <slkst29+@pitt.edu>
Subject: Re: What Svetlana could do for us
Message-ID: <Pine.3.89.9606281733.A1309-01000000@unixs6.cis.pitt.edu>

For those who wish to write to a very fine gentleman, Mr. George Badger,
President, Svetlana Electron Devices his address is:

3000 Alpine Road
Portola Valley, CA 94028

George would appreciate hearing from you.

Thank you.

Dave, W3BJZ
Publisher of the monthly Collins Journal

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: EdKnobloch@gnn.com (Edward Knobloch)

Subject: Re: Which Globe TX? Globe HG-303
Message-ID: <199606281607.MAA09748@mail-e2b-service.gnn.com>

> Paul KB1AOC afpgreg@state.me.us described a very small,
> two-tubed Globe c.w. rig, and asked for nomenclature
> and operating experience.

What Paul described was the Globe HG-303 transmitter, which was first advertised in May 1962 QST. It uses a 6CL6 oscillator, 6146 final, with a solid state power supply, in a cabinet about 2/3 the size of a Drake 2B.

I had one of these around 1967, and loved the cute mechanical design, but couldn't figure out why I couldn't run it with my electronic TR switch, due to white noise in my receiver. Also, it ran very hot thermally.

I sold it then, but recently picked up another for a second try.

Well, the problem and the fix are simple. The rig does not include a clamp tube, so the final draws a lot of current (33 ma) while key up - that causes the high heat and white "diode" noise in the TR switch. That plate current represents 20 watts of wasted heat in a very small box. The cabinet bottom only has small louvers, so there is no proper air circulation to carry away the heat generated.

It would take a shoe horn to squeeze a clamp tube into the cabinet, so the easy solution is merely to reduce the final screen voltage. In the original circuit, the screen is connected to the 700 V supply through a 33K resistor. If you remove the resistor, and connect the screen directly to the center tap of the two bleeder resistors across the HV electrolytics, key-up plate current will be reduced to a trace, and the rig will run nice and cool.

Dip the plate to about 105 mA while running with reduced screen voltage. Power output will drop from 40W to 30W, due to the lower power input, but efficiency will still be good, and the 6146 will be very cool and happy.

One thing still has me scratching my head about this

transmitter: it is fussy about the crystals you use.
Some crystals which sound fine in a DX-60B will sound
sluggish in the HG-303. Any suggestions? It's a Pierce
crystal oscillator.

Globe sold a matching VFO for this rig, the Model V-10.
It has the same cabinet as the transmitter, and features
a built-in power supply. I picked up one of these also,
but it turned out to have been mangled by a CB'er...
he even slopped Red Hand epoxy on the threads
of the tuning slugs. Oddly, the vfo is cathode keyed,
while the transmitter was grid blocked keyed, so you can't
simply parallel the key lines.

73,
Ed Knobloch K4PF

edknobloch@gnn.com

From boatanchors@theporch.com Fri Jun 28 18:17:51 1996
From: bgraham@tecnet1.jcte.jcs.mil
Subject: WTB copy of manual for Heath IG-72
Message-ID: <199606282109.RAA00564@tecnet1.jcte.jcs.mil>

Subject: WTB: Manual copy for Heath IG-72

Just picked up a nice Heath IG-72 precision audio gen at
the Fredrickshaven hamfest and am now in need of a copy
of the manual. Will pay for copy costs and postage
as is the usual deal. Neither W7FG nor Himanuals list
this one.

TNKS

Bill
N5LMX/DA1WG

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
Subject: Re: WTB: 1L6 tube

I have 1L6's, that are NEW USA tubes that have had a pin reconfiguration

to be able to substitute for the 1L6 specifications. Price is \$12 each + shipping. Satisfaction guaranteed. If interested, please Email me for additional ordering details.

THANX
RH3333@aol.com

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Fri Jun 28 09:54:51 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: WTB: ARC-1 Stuff
Message-ID: <199606281322.GAA08661@dfw-ix3.ix.netcom.com>

Wanted To Buy: RT-18 ARC-1 stuff. Need docs, manuals,
C-45/ARC-1 control box and connectors.
Anyone have the tube lineup handy?
73 DE Dave Stinson AB5S
arc5@ix.netcom.com